



# AGC/WSDOT ROADWAY TEAM

## **MINUTES for 3/28/2002 Meeting** AGC Office, Tacoma WA

### **Attending:**

Frank Scarsella  
Dean Moberg

Jim Spaid  
David Jones

Gordon Olson

## **Minutes of February 15, 2002 Meeting**

-Distributed copies and no added comments made.

### **Old Business**

Minutes of Other Team Meetings – February 15, 2002 and March 8, 2002 Administration Team minutes were handed out and briefly discussed.

Team Management Training is an excellent training opportunity. Spaces are still available.

Changes have been made to the Force Account specification based on the past years experiences. The revised specification is scheduled for an April 1, 2002 release date and may be added to existing contracts by change order after its release with consent of both the contractor and project manager.

The NCHRP 350 categories were reviewed and it was noted that category 2, which includes sign stands has a compliance date in 2007, but that the industry has been struggling to come up with sign supports that both meet the crash worthiness standards and performance requirements. All the new Category 3, Truck mounted attenuators, Crash cushions, etc. that you can purchase meet the requirements. The older ones have been grandfathered in. The requirements for Category 4, Arrow Boards, Changeable Message Signs, etc. are to be protected by barrier or behind guardrail. The date to comply with the Category 4 requirements has been postponed until guidance can be given from FHWA. Our specifications will need to be updated to reflect the category 4 requirements.

There was a short discussion concerning Labor for Traffic Control, it was noted that any comments on this area should be sent to Ron Howard or Greg Waugh. The group discussed the changing environment in which the traffic control personnel work and

noted the increase in traffic volumes over the years and its relationship to the increasing dangers. Gordon Olson stated that he liked the change requiring the TSM be a member of the Prime Contractor's staff.

ESA Update – was handed out.

Erosion Control Spec Changes – Bill Grady has provided comments to Mark Mauer. Jim Spaid asked for any additional comments be sent to him as soon as possible so that they may be considered and reminded the group that the plan as discussed at the last meeting was to come out with a specification update with the August specification changes. He also noted that the group would be able to see these again before then.

## **New Business**

Upcoming Amendments and GSP's – A letter was handed out that listed the specification and GSP updates that will be issued in the April 1, 2002 update package. The letter also gives guidance to the Regions on implementation of the changes. The group discussed some of the changes. It was noted that the latest light standard drawings has been listed. Dean Moberg asked if there were to be any more metric jobs. Jim Spaid explained that the GSP's address the conversion factors that would be used on metric plans that have been completed and stated that all jobs would use the English Standard Specifications. Dean noted that they is still a likely hood that we will see metric jobs for a while as a large part of the Interstate 5 HOV work has already been designed. He also stated that the FHWA will accept metric or converted lane widths as a deviation as long as they were designed in metric. Jim noted that when we became a metric organization that the Department Managers were deeply involved in the conversion, but the same sort of guidance was not given when the decision was made to return to English Units.

Frank Scarsella asked if all new jobs would be in English? The response was Yes. Gordon stated that the Spokane bypass started with an English job and that they had encountered so many problems with the second job that was in Metric, that the Region made a decision to do all the bypass jobs in English. It was also stated that Oregon and Idaho both were going to remain Metric.

Frank Scarsella had talked with Ken Walker, WSDOT concerning upcoming work. Jim Spaid explained about the \$100 million short fall in the budget and that it had been partially filled by the legislature, but that he has heard from the Regions that some jobs have been placed back on the shelf this year. Some of the money that would have been available to fill the short fall was allocated by the legislature to the Tacoma Narrows Project.

Sections 8-20 and 9-29 proposed Revisions – Specifications were handed out for review. The Traffic Office has been working with the Construction Office and Materials Laboratory to update these specifications and include Information Technology Systems. So far these changes have been review by Regional Signal and Electrical personnel. The plan is to distribute the package for review in April with an eye toward including them in the August Amendment Package. Frank Scarsella agreed to get a copy to Scott Stephens for his input.

Recycled Specification – Jim Spaid updated the group on the progress of the specification. It is currently at the State Materials Laboratory. Jim will attend a meeting scheduled for April 15, to finalize the specification. One issue is that there remains a question within WSDOT as to whether ACP grindings might be considered hazardous. Gordon Olson gave Jim a copy of some testing that he had done in 1993 on asphalt grindings. The test results were well below the limits set for inorganic (TCLP Metals) and organics.

Jim also mentioned that they were considering how to include slag aggregates.

Standard Plans – There will be no more metric standard plans. Dean Moberg mentioned that they would still be available on line but that the Design Office would no longer be updating them.

Smoothness Specifications – Gordon Olson inquired about its future use. Jim Spaid brought everyone up to date on the information we were gathering to make a decision. He discussed the University of Washington Research Project that compared drivers' perceptions of smoothness vs. ride numbers. The Materials Laboratory is also comparing the smoothness numbers we have been achieving over the last 9 years and the pavement condition surveys to determine the relationship between the service life of our pavements and the smoothness achieved under construction.

## **Other Business**

It was agreed that the topic of Metric Standard Plans would be removed from the list.

### *Discussion Topics*

The following list of topics will be kept as part of the minutes and future agendas to indicate the items that have surfaced as issues for discussion by the team. As each issue is addressed, it may be removed from the list. As new issues are raised, they will be added to the list as a reminder of the things that need discussion:

{Note: Issues that are added will now include the date (11/30/00) they were included on the list so the team can track their longevity}

- Shoulder Rock - further discussion of method of payment.
- Smoothness Specification for ACP - this is an issue of information. A subcommittee of the APAW/WSDOT Joint Task Force is working on the specifics of this issue. (11/7/01) - Jim handed out a copy of a FHWA report that discusses WSDOT use of the specification.
- Longitudinal Wedge Joint - information on successes of this technique. Results of on-going research.
- Roller Speeds - Regarding compaction of ACP, roller manufacturers are developing vibratory rollers with higher vibration frequencies. Should the Standard Specifications be reviewed for possible changes in roller speeds? (11/7/01) – Gordon O. said that he would like to get this discussion going again after his experience with the SMA paving this year. He wants to discuss roller speeds and the high frequency rollers.

- Testing Storm Sewer Pipe - recent changes in the testing requirements for HDPE pipe have increased the length of time for testing.  
(5/24/01) - What is the background for those changes?  
(9/20/01) - Discussed the duration of the test. Bill G. said why hold it so long when you know within the first few minutes if you have a leak and thus a failing pipe.
- Signal Detector Loops - Suggested the number of bid items could be reduced by bidding loops per each rather than separate bid items for each type of set (for instance, R1, R2, R3, etc. for loop sets of 1, 2 or 3 loops).
- Traffic Control Devices –NCHRP 350
- Paint Applications – What is the time required between the application (Std Spec Section 8-22)
- ~~Standard Plans (11/30/00) – Does WSDOT need to continue providing both English and Metric versions?~~
- DBE Goals (11/7/01) – General discussion about goals was held due to the concern of having mandatory goals reinstated. Intent is to have all contractors supply information that they are making an effort to meet the goals and use the DBE contractors. Scott said that no one asks for the information. Jim said that Contractors should send it in even if not asked.
- Training Hours (11/7/01) – Scott asked about the hours that are listed in the plans and how are they determined. He said that some are very difficult to meet. Andy said that it is the prime's responsibility to "farm-out" portions of the training to match the amount of subcontracting that is being completed by other.

The discussion topics were not reviewed at this meeting, no changes made.

### **Next Meeting**

Future meetings are scheduled as follows:

April 25, 2002

The meetings will be held at the Tacoma AGC office beginning at 8:00am unless otherwise noted.